2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

62

Nelson County

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Ne	elson Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County				From:		LIC	250 Afton		1							
6	3.72	750	G	97%	1%	2%	0%	0%	0%	С	0.098	F	0.513	750	G	2003
6 (151)	6.22	6700	G	88%	1%	3%	151 Avon 1%	6%	0%	С	0.091	F	0.606	6300	G	2003
6 River Rd	5.79	3200	G	From: 84% To:	1% U	3%	Martins Sto 1% omas Nelson	10%	0%	С	0.087	F	0.512	3200	G	2003
6 (29) Thomas Nelson H	3.94	10000	G	87%	1%	US 2%	29 W Int 1%	9%	0%	F	0.081	F	0.632	9700	G	2003
6 Irish Rd	3.43	1800	G	To: From: 90%	1%		29 E Int mas Nelsor 1%	1 Hwy 2%	0%	С	0.113	F	0.79	1800	G	2003
				To: From:			le County I									
Thomas Nelson Hwy	4.47	11000	G	87%	1%	2%	1% Near Collec	9%	0%	F	0.076	F	0.532	10000	G	2003
29 Thomas Nelson Hwy	4.28	14000	G	87%	1%	2%	1%	9%	0%	F	0.074	F	0.590	13000	G	2003
29 Thomas Nelson Hwy	0.82	12000	G	87%	1%	2%	1%	9%	0%	F	0.074	F	0.592	12000	G	2003
29 Thomas Nelson Hwy	6.51	12000	Α	87%	1%	2%	North of Lo 1%	9%	0%	С	0.111	Α	0.531	12000	Α	2003
29 Thomas Nelson Hwy	3.94	10000	G	87%	1%	2%	1%	9%	0%	F	0.081	F	0.632	9700	G	2003
Thomas Nelson Hwy	1.44	11000	G	From: 87%	1%	2%	6 Irish Rd 1% le County I	9%	0%	F	0.096	F	0.62	11000	G	2003
Bus 29	0.30	3200	G	From: 95%	Ві 1%		outh of Lov		0%	С	0.086	F	0.563	3200	G	2003
Bus (29)	0.63	2200	G	From: 95%	1%	3%	SR 56 1%	1%	0%	F	0.088	F	0.594	2200	G	2003
<u> </u>				To:		US 29 No	th of Lovin	igston								
8 Blue Ridge Parkway	0.08	1200	0	From:		Rockbrid	ge County 1	Line			NA			NA		2003
8 Blue Ridge Parkway	11.09	1200	0	From:			SR 56 a County Li		<u> </u>		NA			NA		2003
				From:												
56	8.65	170	G	89%	1%	8%	ge County 1 1%	1%	0%	С	0.104	F		170	G	2003
56	7.65	790	G	93%	1%	3%	687 Nash 1%	2%	0%	F	0.087	F		790	G	2003
56	1.96	1300	G	From: 93%	1%	3%	Massies M 1%	2%	0%	С	0.108	F		1300	G	2003
56 (151)	2.56	2000	G	From: 92%	1%	SR 151 Sc 4%	outh of Rose 2%	eland 1%	0%	С	0.08	F	0.605	1900	G	2003
56	0.20	440	G	From: 89%	1%	5% 5%	rth of Piney 2%	River 2%	0%	F	0.105	F		440	G	2003
56	4.83	1300	G	From: 89%	1%	5%	orth of Pine 2%	2%	0%	С	0.085	F		1300	G	2003
56 (29) Thomas Nelson H	4.28	14000	G	From: 87%	1%	US 29 2%	Near Collection 1%	9%	0%	F	0.074	F	0.590	13000	G	2003
				To: From:		US 29 Sou	th of Lovin	igston								
56 29	0.30	3200	G	95% To:	1%	3%	1% 29 Loving	1%	0%	С	0.086	F	0.563	3200	G	2003
								_							_	

						IN	eison ivia	intenand	e Area								
Route		Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County																	
		0.70	0400	_	From:	40/		29 Loving		00/	_	0.004	_		0400	•	0000
56		3.79	2100	G	95%	1%	3%	1%	1%	0%	С	0.091	F		2100	G	2003
					To: From:			9 Shipmai									
56		8.03	800	G	95%	1%	3%	1%	1%	0%	F	0.094	F		800	G	2003
					From:			62-626		-							
(56)		2.72	310	G	85%	0%	6%	1%	8%	0%	С	0.124	F		310	G	2003
					To:		Buckingh	ım County	Line								
~				_	From:	101		t County I		201	_		_				
(60)		6.33	2000	G	84% To:	1%	3%	1%	11%	0%	С	0.088	F	0.606	2000	G	2003
							Appomatt										
East 64		1.36	12000	F	From: 86%	1%	Augusta 1%	County L 1%	ine 11%	0%	F	0.084	F		12000	F	2003
64)	Combined ¹		26000	F	86%	1%	1%	1%	11%		F	0.064 NA	Г		26000	F	2003
	Johnbirled	Hailic.	20000	Г	To:	170		e County		0%	Г	INA			20000	Г	
West					From:			County L									
West 64		1.36	14000	F	86%	1%	1%	1%	11%	0%	F	0.103	F		14000	F	2003
<u>.</u>	Combined ⁻		26000	F	86%	1%	1%	1%	11%	0%	F	NA			26000	F	
					To:			e County									
					From:		Amhers	t County I	ine								
151)		1.46	2300	G	91%	0%	4%	3%	2%	0%	С	0.076	F	0.506	2100	G	2003
					To- From:	SI	R 151 Y No	orth of Pin	ev River								
151		0.21	2000	G	92%	1%	4%	2%	1%	0%	F	0.080	F	0.557	1900	G	2003
					To		<u> </u>	SR 56		1							
151		2.56	2000	G	92%	1%	4%	2%	1%	0%	С	0.08	F	0.605	1900	G	2003
151					To:		N	SR 56									
(151)		2.30	1500	G	93%	1%	4%	1%	1%	0%	F	0.091	F	0.564	1400	G	2003
(131)				_	To:						-		•			_	
151) Patrick Henry H	lw/v	8.09	1200	G	From: 93%	1%	4%	52-666 1%	1%	0%	F	0.083	F	0.569	1100	G	2003
(151) r danok richny ri	wy	0.00	1200	•	. T	1 70				0 70	•	0.000	•	0.000	1100	Ü	2000
Pool/figh Valley	Llun.	5.52	4400	G	From: 93%	1%	62-664 B	each Grov 1%	e Rd 1%	0%	С	0.096	F	0.52	4100	G	2003
151 Rockfish Valley	пwy	3.32	4400	G	93%	1 70				070	C	0.090	г	0.32	4100	G	2003
		0.00		_	From:	40/		River Rd				0.004		0.000	2000		
151		6.22	6700	G	88%	1%	3%	1%	6%	0%	С	0.091	F	0.606	6300	G	2003
					To: From:			6 Avon									
151		1.41	7800	G	88%	1%	3%	1%	6%	0%	F	0.094	F	0.509	7300	G	2003
					To:		Albemar	e County	Line	J							
Albemarle County					From:		Malaan	Country L	ima								
151 Critzers Shop R	Rd	1.11	7800	G	88%	1%	3%	County Li	6%	0%	F	0.086	F	0.633	7300	G	2003
131) SALESIS GROP IN			. 556	_	To:	. 70	US 250 R			3,0	•	2.000	•	2.000	. 550	•	_000
Nelson County																	
Wye					From:		S	SR 151									
(151)		0.23	920	G	92%	1%	4%	2%	1%	0%	С	0.088	F	0.701	920	G	2003
					To:			SR 56]							
~~~ <u> </u>					From:			County L			_						
[250]		1.27	6600	N	90%	0%	2%	4%	3%	1%	N	0.089	N	0.515	6700	N	2003
~					To- From:		SR	6 Afton		-							
250 Rockfish Gap T	rnpk	0.13	5600	F	92%	1%	2%	1%	5%	0%	С	0.087	F	0.519	5700	F	2003
					To: From:			arle Co Li	ne	]							
250 Rockfish Gap T	rnnk	1.45	5600	N	92%	1%	2%	R-172 1%	5%	0%	N	0.087	N	0.519	5700	N	2003
(200) LOCKIISH Gab I	TIPK	1.40	3000	14	JZ 70	1 /0			J /0	U /0	11	0.007	11	0.018	3700	IN	2003
Poolsish Con T	rnnk	4.00	E000	F	From:	00/		SR 151	10/	00/		0.404	Г	0.706	5000		2002
Rockfish Gap T	прк	4.00	5800	F	97%	0%	1%	1% R-852	1%	0%	С	0.101	F	0.706	5900	F	2003
-							1	K-032									

					Nelson Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(:	QK Dir r Factor	AAWDT QW	Year
Nelson County				E		1			
600	0.60	50	R	From:	Dead End	NA		NA	05/07/2002
				To: From:	0.60 ME Dead End				
600	0.10	40	R	To:	CD (	NA 1		NA	1999
				From:	SR 6	<u> </u>			
601)	0.48	100	R		SR 6	J NA		NA	1999
001)				To	62-632				
				From:	62-626				
602	0.21	330	R			NA		NA	04/24/2002
				To:	Buckingham County Line				
603	0.55	80	R	From:	Rockbridge County Line	J NA		NA	05/14/200
603)	0.55	00	IX.	To:	(2.012	1		IVA	03/14/200/
603	0.23	120	R	From:	62-813	NA		NA	05/14/200
603	0.20	0	•••	To:	SR 56	]			00/11/2001
				From:	62-626				
604)	3.10	50	R			NA		NA	04/24/2002
$\bigcup$				To:	62-646				
$\bigcirc$				From:	Dead End	j			0.4/0.4/0.00
605)	0.50	60	R			NA -		NA	04/24/2002
	2.22		_	From:	62-848	<u> </u>			0.4/0.4/0000
605)	0.60	80	R	To	62-639	NA 1		NA	04/24/2002
				From:	62-626 SOUTH	i			
606)	0.05	50	R	<u> </u>	02-020 500 111	NA		NA	04/22/2002
				To	62-607				
606)	3.45	150	R	From:	02-007	NA		NA	04/22/2002
				To	62-626 NORTH				
				From:	62-626				
607)	0.10	20	R			NA		NA	04/22/2002
				From:	62-606	]			
607)	0.80	10	R	To:	DedEd	NA 1		NA	04/22/2002
					Dead End				
608)	0.90	80	R	From:	Dead End	NA		NA	05/07/2002
000)	0.00			To	62-783	1			00/01/2002
600	0.40	120	R	From:	02-783	NA		NA	05/07/2002
608				To:	62-609	]			
				From:	Dead End				
609	2.00	110	R			NA		NA	05/07/2002
				To: From:	62-608				
609	0.40	210	R	. —		NA		NA	05/07/2002
				To:	SR 151				
	1.98	280	R	From:	Augusta County Line	] NA		NA	05/07/2002
610	1.90	200	IX.	To:	Blue Ridge Pkwy	]		IVA	03/01/2002
				From:	62-635				
611)	4.30	60	R			NA		NA	05/07/2002
				To:	62-636				
$\bigcirc$			_	From:	SR 151				
612	0.50	180	R	To:	62 612 NODTH	NA 1		NA	05/09/2002
				From:	62-613 NORTH 62-613 SOUTH				
612	0.05	270	R			NA		NA	05/14/2002
$\sim$				To:	62-788				

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			ίνι,	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County				From:		62-788		1							
612	0.95	30	R			02 700				NA			NA		05/14/2002
				To		Dead Er	nd								
$\bigcirc$				From:		62-776									
613	2.25	50	R							NA			NA		05/14/2002
	2.25	242		From:		2.25 MN 62	2-776								1000
613)	0.35	240	R	To:		62-634 SOI	TTH			NA			NA		1999
				From:		62-634 NO									
613)	2.85	70	R							NA			NA		05/14/2002
				To: From:		62-612 SOI	JTH								
613	0.45	110	R							NA			NA		1999
				From:		62-612 NO	RTH								
613)	0.40	230	R	_						NA			NA		05/09/2002
				To: From:		SR 151 NO SR 151 SO									
613	0.85	240	R			511 151 50	0111			NA			NA		1999
0.0				To:		Dead Er	ıd								
				From:		62-616	ı								
614)	1.40	50	R							NA			NA		05/01/2002
				To:		Dead En									
	0.03	20	ъ.	From:		US 29				NIA			NΙΔ		1000
615)	0.03	30	R							NA			NA		1999
	0.04			From:		0.04 MN U	S 29			NIA			NIA		05/04/2002
<b>615</b> )	0.64	9	R	To:		Dead En	nd			NA			NA		05/01/2002
				From:		US 29		1							
(616) (616)	1.02	150	R	<u> </u>		05 2)				NA			NA		1999
0.0				To		62-614		1							
616)	1.70	170	R	From:		02 011				NA			NA		1999
				To:		62-634									
				From:		Albemarle Cou	nty Line								
617)	0.45	60	R							NA			NA		1999
				From:		62-693									
(617)	0.29	520	R							NA			NA		1999
				From:		62-800									
617)	4.22	140	G	93%	4%	3% 0%	6 0%	0%	С	0.101	F	0.75	140	G	2003
				From:		62-639 SOI									
617	5.33	370	G	93%	4%	3% 0%	6 0%	0%	F	0.115	F	0.729	380	G	2003
$\overline{\bigcirc}$				From:		US 29									1000
(617)	0.23	90	R							NA			NA		1999
617) 617)	0.47	440		From:		0.23 MN U	S 29								05/04/0000
(617)	0.17	110	R							NA			NA		05/01/2002
	4.40		_	From:		62-618				NIA			NIA		05/04/0000
(617)	1.40	80	R	To:		Dead En	nd			NA			NA		05/01/2002
				From:		62-617		1							
618)	0.20	30	R			02-017				NA			NA		05/01/2002
9.9	-			To		0.20 MN 62	P-617								
618)	0.35	20	R	From:		0.20 IVIIN 02	. 01/			NA			NA		05/01/2002
				To:		Dead Er	ıd								
				From:		US 29; S	R 6								
619	1.10	230	R							NA			NA		1999
				To:		62-634 SOI	JTH								

					ne	Ison Mainter	iance Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County				From:		62-634 NO	RTH								
619	1.80	40	R							NA			NA		05/01/200
				Tn·		62-810									
	0.60	80	R	From:		62-623	3			NA			NA		1999
620	0.00	00	K							INA			INA		1999
620	0.54	60	R	From:		62-640	)	ľ		NA			NA		04/29/2002
620				To:		62-83	ı	1							
620	0.31	10	R	From:		02-03				NA			NA		04/29/2002
				To:	]	Dead End; Gap	Terminus								
620	0.45	70	R	riom.						NA			NA		1999
				To: From:		62-689	)								
620	0.20	90	R							NA			NA		1999
				To: From:		62-617 W 62-617 E									
620	1.80	40	R			V V V V V V				NA			NA		05/01/200
				To:		62-670	)								
620	0.30	220	R	FIOII.						NA			NA		1999
				To:		SR 6 WE SR 6 EA									
620	0.20	280	R	<u> </u>		SKULA	.51			NA			NA		1999
020				To:		62-632	2								
				From:		62-623	3								
621)	0.14	2	R							NA			NA		04/29/2002
				To: From:		Dead E									
(622)	1.40	260	R	r toin.		Amherst Cou	nty Line			NA			NA		1999
622				To:		62-656	:								
622	1.00	210	G	95%	2%	2% 09		0%	С	0.105	F	0.696	210	G	2003
				To:		US 60		ļ							
622	0.60	170	R	From:						NA			NA		04/22/2002
				To:		62-620	5								
			_	From:		SR 15	1								0=1001000
623	0.55	50	R	To:	1	Dead End; Gap	Terminus			NA			NA		05/09/2002
				From:	I	Dead End; Gap	Terminus								
(623)	2.10	47	R							NA			NA		05/01/2002
				From:		62-625	5								
623)	1.00	180	R							NA			NA		1999
	2.20	220	_	From:		62-756	5			NΙΛ			NIA		4000
623	2.20	330	R	To:		US 29 SO	ITH			NA			NA		1999
				From:		US 29 NO	RTH								
623	0.43	320	R							NA			NA		1999
				From:		62-624	1								
623	0.75	290	R							NA			NA		1999
	2.05	220		From:		62-700	)			NI A			NI A		1000
623	3.65	230	R	To:		62-617	7			NA			NA		1999
				From:		US 29		, 							
624)	0.26	450	R			052)				NA			NA		1999
				To: From:		62-766	5	1							
624)	0.90	40	R							NA			NA		04/29/2002
				To:		62-623	3								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			$\cap$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County				From:		6	2-623		ſ							
625)	2.00	50	R							1	NA			NA		05/01/2002
				To:			ead End									
626	1.10	170	G	From: 86%	1%	8%	JS 60 3%	2%	0%	С	0.107	F	0.632	170	G	2003
626				To:			6 SOUTH									
626	2.40	230	R	From:		02 00	0500111				NA			NA		1999
626)	2.70	70	R	From:		6	2-721				NA			NA		04/22/2002
020				To:		62-60	6 NORTH									
626)	4.49	100	R	From:							NA			NA		04/22/2002
	2.70	90	R	From:		62-6	47 EAST				NA			NA		04/22/2002
626	2.70	30		To:			D 56		1	1	INA			INA		04/22/2002
626	8.07	130	R	From:			SR 56				NA			NA		04/24/2002
				То:		Albemarl	e County I	Line								
			_	From:		De	ad End									
627	1.62	49	R								NA			NA		05/14/2002
	1.68	190	R	From:		1.62 M	E Dead Er	nd			NA			NA		05/14/2002
627)	1.00	130	K	To:		0	D 151			1	INA			INA		03/14/2002
627)	1.60	60	R	From:			R 151		[		NA			NA		05/14/2002
				To		6	2-664									
627)	0.35	20	R	From:			2 001			ļ	NA			NA		05/14/2002
				To:		De	ead End									
$\bigcirc$			_	From:		De	ead End									0=11.110000
628	0.60	1	R							i	NA			NA		05/14/2002
	0.60	40	R	From:		6	2-794				NA			NA		05/14/2002
628	0.60	40	K	т						Ī	INA			INA		03/14/2002
629	1.20	100	R	From:		6	2-764				NA			NA		05/14/2002
628				To:		S	R 151									
				From:		De	ad End									
629	1.29	30	R	To:			2 (24			Ī	NA			NA		05/14/2002
				From:			2-634									
630	0.09	70	R			0	2-01/				NA			NA		1999
				To: From:		0.09 N	ИN 62-617	7								
630	0.96	40	R						<u>'</u>		NA			NA		04/24/2002
				To:			e County I	Line								
	2.30	190	R	From:		6	2-840				NA			NA		05/07/2002
631)	2.30	190	K	To:			SR 6			İ	INA			INA		03/01/2002
				From:			2-639									
632	1.35	30	R								NA			NA		04/29/2002
				From:		6	2-601									
632	0.30	150	R							Ī	NA			NA		04/29/2002
	1.00	270		From:		6	2-620				NIA			NIA		04/20/2002
632	1.00	270	R							1	NA			NA		04/29/2002
	0.20	260	R	From:		62-77	4 SOUTH				NA			NA		04/29/2002
632	0.20			To:		62 77	4 NORTH		1		11/7			14/3		3 1, 20, 2002
632)	0.70	260	R	From:		02-77	+ INUKIH				NA			NA		04/29/2002
				To:		Albemarl	e County I	Line								

					INC	eisori iviairiteriai	ice Alea								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			()(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County				From:		Dead End		1							
633)	1.35	140	R			Dead Elid				NA			NA		1999
				To- From:		SR 151; SR 6	N								
(622)	0.29	60	R	FIOIII.		SR 151; SR 6	5 S			NA			NA		05/09/200
633	0.20	00		To:		62-635 WES	T			1471			147.		00/00/200
$\bigcirc$	4.50		_	From:		62-635 EAS	T								05/00/000
633)	1.50	230	R							NA			NA		05/09/2002
	0.00		_	From:		62-692				NIA			NIA		05/00/000
633	0.60	90	R	_						NA			NA		05/09/2002
600	2.10	100	R	From:		0.60 ME 62-6	592			NA			NA		05/09/200
633	2.10	100	K	To:		Albemarle Count	v Line			INA			INA		03/09/200/
				From:		Dead End	,								
(634)	1.41	2200	R			D dua Ella				NA			NA		05/14/200
				To:		SR 151 NOR									
(m)	1.70	710	R	From:		SR 151 SOU	ГН			NA			NA		05/14/2002
634)	1.70	710	IX.	т		(2.620				INA			INA		03/14/2002
(634)	3.00	580	R	From:		62-629				NA			NA		05/14/2002
(634)	0.00	000		To		SR 6 NORT	Н			147 (			147.		00/14/2002
$\bigcirc$				From:		SR 6 SOUT	Н								
634	0.56	460	R							NA			NA		1999
$\overline{}$	0.50		_	From:		62-619 SOUT	ГН			N10			NIA.		4000
634	0.50	60	R							NA			NA		1999
	4.70	440		From:		62-619 NOR	ГН			NIA			NIA		05/04/2004
634	1.70	110	R							NA			NA		05/01/2002
	1.40	45	R	From:		62-754				NΙΔ			NA		05/01/2002
634)	1.40	45	ĸ							NA			INA		05/01/2002
	1.00	40	R	From:		62-616				NA			NA		05/01/2002
634)	1.00	40	K	To	]	Dead End; Gap T	erminus	1		INA			INA		03/01/2002
$\sim$				From:		lbemarle CL; Gap									
(634)	0.45	150	R	т		(2.625		1		NA			NA		05/01/2002
				From:		62-635									
625	0.20	30	R	r tolli.		Dead End				NA			NA		05/07/2002
(635)	0.20		•••	To:		62-802									00/01/2002
(635)	0.65	300	R	From:		02-802				NA			NA		05/07/2002
(633)				To:		SR 151; SR 6 SC									
	4.24	4000	•	From:	40/	SR 151; SR 6 NO		00/	0	0.005	_	0.040	4000	0	2002
635)	1.34	1000	G	95%	1%	3% 1%	0%	0%	С	0.095	F	0.616	1000	G	2003
	0.90	670		From:	10/	62-633 EAS		00/	F	0.106	F	0.506	670		2002
635)	0.80	670	G	95%	1%	3% 1%	0%	0%	Г	0.106	Г	0.586	670	G	2003
	1.65	390	G	95%	1%	62-611 3% 1%	0%	0%	F	0.117	F	0.517	390	G	2003
635)	1.05	330	G	To:	1 /0	Albemarle Count		070	'	0.117	'	0.517	390	O	2003
				From:		62-638									
636	1.20	340	R							NA			NA		05/07/2002
$\overline{}$				To:		Albemarle Count	y Line								
		_	_	From:		62-750									
(637)	0.20	50	R	To:		Albarrada C				NA			NA		05/07/2002
				From:		Albemarle Count									
(639)	1.87	390	R	riom:		SR 151; SR 6 SO	JUTH			NA			NA		05/07/2002
638)	1.07	550	.,	To		SR 151; SR 6 NO	ORTH			13/7			INA		30/01/2002
						- ,									

Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			ινι,	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County				From:		62-747	TITAL	ZIIGII		1 actor		1 actor			
639	0.05	90	R			02-747				NA			NA		04/29/200
				To: From:		SR 56 WEST									
639	2.41	620	G	92%	1%	SR 56 EAST 3% 2%	2%	0%	С	0.094	F	0.689	620	G	2003
009)				To: From:		62-719									
639	2.65	330	G	92%	1%	3% 2%	2%	0%	F	0.091	F	0.651	330	G	2003
	3.22	240	G	From: 92%	1%	62-643 3% 2%	2%	0%	F	0.118	F	0.897	240	G	2003
639	0.22			To:	170	62-617 SOUTH		0,0	•	0.110	•	0.007	2.0		2000
$\widehat{}$				From:		62-617 NORTH	I								0.4.00.100
639	2.19	320	R	To:		SR 6				NA			NA		04/29/20
				From:		62-641									
640	2.00	20	R			02-041				NA			NA		04/29/20
9.0				To:		2.00 MN 62-64	.1								
640	3.40	30	R	From:		2.00 1/11 ( 02 0 1	•			NA			NA		04/29/20
				To: From:		5.40 MN 62-64	1								
640	1.90	130	R							NA			NA		04/29/20
				To: From:		62-620		ŀ							
640)	0.70	60	R	. —						NA			NA		04/29/20
				To:		62-623									
	0.15	130	R	From:		US 29				NA			NA		1999
641)	0.13	100		т		0.15.345.415.00	2			14/-			INA		1555
641	2.92	60	R	From:		0.15 ME US 29	9			NA			NA		04/29/20
641)	2.02	•	• • • • • • • • • • • • • • • • • • • •	To		2.07 ME LIC 20	0						10.		0 1/20/20
641)	3.01	20	R	From:		3.07 ME US 29	9			NA			NA		04/29/20
641)				To		62-640		- 1							
641)	0.61	60	R	From:		02-040				NA			NA		04/29/20
<u> </u>				To		62-639									
_				From:		SR 56									
642)	0.35	30	R	_						NA			NA		04/22/20
				To:		Dead End									
	0.60	20	R	From:		62-639				NA			NA		04/24/20
643	0.00	20	K	To:		Dead End		1		INA			INA		04/24/20
_				From:		Dead End		1							
644)	1.40	10	R							NA			NA		04/24/20
				To:		62-626									
$\bigcirc$			_	From:		62-722 SOUTH	I								0.1/00/00
645)	0.90	40	R							NA			NA		04/22/20
$\overline{}$	0.20	50		From:		62-646 WEST	•			NIA			NIA		04/22/20
645)	0.20	50	R							NA			NA		04/22/20
	0.07	30	R	From:		62-646 EAST				NA			NA		04/22/20
645)	0.07	30	K							INA			INA		04/22/20
GAE)	2.34	20	R	From:		0.07 MN 62-646	E			NA			NA		04/22/20
645)	2.04		11	Tar		2.413.01.62.63	Е			14/7			INA		5-1122120
645	1.70	60	R	From:		2.41 MN 62-646	E			NA			NA		04/22/20
645	1.70			To:		62-722 NORTH	Ι								
				From:		SR 56									
646	2.20	110	R	_						NA			NA		1999
				To-		62-604									

					Neison Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	C)C:	(	Dir Facto		QW	Year
Nelson County				From:	62-604	1					
646)	2.00	40	R		02 00 .	NA NA	١		NA		04/22/2002
				To: From:	62-645 EAST 62-645 WEST						
646)	0.90	2	R	<u> </u>	02-043 WES1	J NA			NA		05/14/2002
040				To:	Dead End						
				From:	Dead End						
647	0.30	20	R			N/	١.		NA		04/22/2002
				To: From:	SR 56 EAST	<u> </u>					
647)	3.50	200	R	To:	62-626 EAST	NA 1	١.		NA		1999
				From:	62-626 WEST						
647)	4.00	46	R			N/	١.		NA		04/22/2002
				To: From:	62-722 EAST	]					
647)	0.20	120	R			N/	١.		NA		04/22/2002
				From:	62-722 WEST	]					
647)	2.40	230	R			N/	١.		NA		1999
				To:	SR 56						
	0.80	100	R	From:	SR 56 WEST	J NA			NA		04/22/2002
648)	0.00	100	IX.			11/-	•		INA		04/22/2002
640	0.20	47	R	From:	62-719	N <i>A</i>	ı		NA		04/22/2002
648	0.20	7,		To:	(2.702	1			14/-1		04/22/2002
640	0.50	40	R	From:	62-703	N/			NA		04/22/2002
648	0.00			To:	SR 56 EAST	]	-				0 11 = 2 = 0 0 =
				From:	62-639 SOUTH						
649	0.32	60	R			N/			NA		04/22/2002
				To: From:	62-771	]					
649	0.70	45	R			N/	١.		NA		04/22/2002
				From:	62-694	]					
649	0.10	90	R			N/	١.		NA		04/22/2002
				To:	62-639 NORTH						
G-50	0.07	30	R	From:	62-653	J NA			NA		04/22/2002
650	0.07	30	K			11/-			INA		04/22/2002
(650)	1.64	1100	G	From:	62-710	0.11	7	F 0.76	9 1100	G	2003
(650)	1.04	1100	Ū	To:	SR 56 WEST	]		0.70	1100	Ü	2000
$\bigcirc$				From:	SR 56 EAST	]					0.4/00/000
650	0.30	610	R			NA _	١.		NA		04/22/2002
	4.00		_	From:	62-772	<del></del>			NIA		0.4/00/0000
650	1.60	60	R	To:	Dead End	N <i>A</i> 1			NA		04/22/2002
				From:	SR 29	1					
<b>651</b> )	1.70	240	R		3K 29	J NA			NA		04/24/2002
001)				To	62-718	1					
(651)	0.70	110	R	From:	02 /10	NA NA	١		NA		04/29/2002
				To:	62-793	1					
(651)	0.10	70	R	From:	- 120 - 120	NA NA			NA		04/29/2002
				To	62-717	1					
(651)	0.34	60	R	From:	<del>*-</del> ·-·	N.A	١		NA		04/29/2002
				To:	0.35 MN 62-717	<b>1</b> ———					
651)	0.96	40	R	From:		NA	١		NA		04/29/2002
$\sim$				To:	Dead End						

					INE	eison Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County				From:		Dead End		1							
(652)	1.15	50	R			Dodd End				NA			NA		04/29/200
$\bigcup_{i=1}^{n}$				To		62-653									
	2.22	<b>50</b>	В	From:		62-655				NIA			NIA		04/22/200
653	2.32	50	R	_						NA			NA		04/22/200
	0.36	70	R	From:		2.32 MN 62-65	5			NA			NA		1999
653	0.00			To		62-650									1000
653	0.15	80	R	From:						NA			NA		04/22/200
653)	1.97	1100	G	From: 88%	2%	62-710 6% 2%	3%	0%	С	0.116	F	0.752	1100	G	2003
	0.10			From:		US 29; SR 56									0.4/0.4/0.0
653	3.10	290	R							NA			NA		04/24/200
	1.80	60	R	From:		62-716				NA			NA		04/29/200
653	1.80	00	K	To:		Dead End				INA			INA		04/23/200
				From:		62-657		1							
654	1.00	100	R							NA			NA		1999
				To: From:		1.00 ME 62-65	7	-							
654	1.90	80	R							NA			NA		04/22/200
				To: From:		62-661									
654)	1.60	48	R							NA			NA		04/22/200
	2.91	200	R	From:		1.60 ME 62-66	1			NIA			NIA		04/22/200
654	2.81	280	ĸ	To		62-655				NA			NA		04/22/200
				From:		62-626		1							
655	0.33	170	R							NA			NA		04/24/200
				To: From:		62-825 WEST		}							
655	2.46	170	R							NA			NA		1999
				To: From:		62-722									
655	1.68	230	R							NA			NA		04/22/200
	2.68	250	R	From:		62-653				NA			NA		05/09/200
655	2.00	250	K	т.,		62.665				INA			INA		03/09/200
655	2.85	940	G	From: 94%	1%	62-665 4% 1%	1%	0%	F	0.106	F	0.686	940	G	2003
				To: From:		US 29		1							
655)	0.75	800	R	FIOIII.						NA			NA		04/24/200
				To: From:		SR 56 EAST SR 56 WEST									
655	4.02	1300	G	94%	1%	4% 1%	1%	0%	С	0.113	F	0.75	1300	G	2003
				To:		SR 151									
$\overline{}$				From:		US 60									
656	2.36	150	G	92% To:	2%	4% 0% 62-622	1%	0%	С	0.115	F	0.7	150	G	2003
				From:		Amherst County I	ino								
657)	2.23	680	G	78%	1%	9% 2%	9%	0%	С	0.115	F	0.605	680	G	2003
				To: From:		US 60									
(657)	0.37	320	G	92%	3%	5% 0%	0%	0%	С	0.121	F	0.55	320	G	2003
				To: From:		62-820									
(657) (657)	2.93	280	G							0.12	F	0.594	280	G	2003
				From:		62-721		}							
657	3.65	280	G	92%	3%	5% 0%	0%	0%	F	0.108	F	0.613	280	G	2003
				To:		62-739									

					INE	elson Maintenand				1/		Di-			
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			()(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County				From:		Amherst County I	ine								
(658)	1.20	40	R	_		7 minerst County 1	anic		<u> </u>	NA			NA		04/22/2002
				To		62-657									
$\bigcirc$	0.40	70	_	From:		SR 151				NIA			NIA		05/00/2007
659	0.10	70	R	To:		Dead End			1	NA			NA		05/09/2002
				From:		62-657									
660	0.50	30	R							NA			NA		04/22/2002
				To:		Dead End									
	0.50	60	R	From:		Dead End				NA			NA		04/22/2002
661)	0.50	60	K	т		(2.654			i	INA			INA		04/22/2002
661	2.40	120	R	From:		62-654				NA			NA		1999
661)	2.10		• • • • • • • • • • • • • • • • • • • •	To		62-662 SOUTH	Г								1000
661)	1.55	230	R	From:		62-662 SOUTE	1			NA			NA		04/24/2002
				To:		62-655									
				From:		62-739									
662	4.00	50	R	To		62-661 SOUTH	т		Ī	NA			NA		04/24/2002
				From:		62-661 N; 62-73									
662	0.20	130	R							NA			NA		04/24/2002
				To: From:		62-663									
(662)	0.40	70	R							NA			NA		1999
				From:		0.40 MN 62-66	3								
662	0.03	50	R	To:		62-655			Ī	NA			NA		1999
				From:		Dead End									
663)	0.30	120	R	<u> </u>		Dead End				NA			NA		1999
				To		62-730									
663	0.25	430	R	From:						NA			NA		04/24/2002
<u> </u>				To: From:		62-661 WEST									
(663)	0.10	70	R			62-661 EAST				NA			NA		1999
000				To:		62-662									
				From:		Augusta County L	ine								
664 Beech Grove Rd	4.33	1900	G	97%	0%	1% 1%	0%	0%	F	0.086	F	0.635	1800	G	2003
				To: From:		62-680 62 680									
664) Beech Grove Rd	0.45	2400	G	96%	0%	2% 1%	1%	0%	С	0.088	F	0.546	2200	G	2003
<u> </u>				To: From:		62-767									
664 Beech Grove Rd	1.03	2600	В	97%	0%	1% 1%	0%	0%	С	0.176	Α	0.702	2400	В	2003
				From: SR	R 151 Patr	SR 151 rick Henry Hwy; Roc	kfish Vall	ey Hwy							
(664) Glenthorne Loop	0.20	210	R			3 37			<u>.</u>	NA			NA		05/14/2002
				To:		62-627									
$\bigcirc$	0.00	70	-	From:		62-674				NIA			NIA		0.4/00/0000
665	0.30	70	R	_					i	NA			NA		04/29/2002
(a)	1.20	60	R	From:		0.30 MW 62-67	4			NA			NA		04/29/2002
665)	1.20			Te		150 MW (2 (3	4		L	11/7			11/7		J-1/201/2002
	0.30	100	R	From:		1.50 MW 62-67	4			NA			NA		04/29/2002
665)				To		62-757									
665)	1.96	120	R	From:		02-131				NA			NA		04/29/2002
				To:		US 29 SOUTH									
665	1.40	430	G	95%	1%	US 29 NORTH 2% 0%	1%	0%	C	0.096	F	0.667	430	G	2003
665)	1.40	-100	3	95 76 To:	1 /0	62-668 WEST	1 /0	U /0		0.030	'	0.007	700	G	2003

					Ne	elson Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			$\cap$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County				From:		62-6	668 WEST		1							
665)	1.25	430	G	95% To:	1%	2%	0% 62-665	1%	0%	F	0.087	F	0.646	430	G	2003
				From:		Amhers	t County Li	ine	1							
666	1.25	250	G	93%	2%	4%	0%	0%	0%	С	0.135	F	0.578	250	G	2003
<u> </u>				To: From:			unty Line;									
666	1.83	30	G	94%	1%	3%	herst Coun 1%	1%	0%	F	0.118	F	0.5	30	G	2003
(666)	0.74	70	G	From: 94%	1%	3%	ME 05-827 1%	1%	0%	F	0.182	F	0.615	70	G	2003
				From:			62-678			_						
666	0.45	90	G	94%	1%	3%	1%	1%	0%	F	0.179	F	0.611	90	G	2003
				From:		62-6	79 WEST									
666	1.43	320	R								NA			NA		05/07/2002
				To: From:		62-6	679 EAST									
666	0.20	310	G	96 <u>%</u>	1%	2%	0%	0%	0%	С	0.111	F	0.629	310	G	2003
				To: From:		SR 5	6 SOUTH	TD.								
	0.37	220	R	FIOII.		SR 56 S	SOUTH MI	D			NA			NA		05/07/2002
666	0.37	220	K	To:		SR 561	NORTH MI	D	1		INA			INA		03/01/2002
				From:			6 NORTH	D								
666	1.39	190	G	94%	1%	3%	1%	1%	0%	С	0.108	F	0.5	190	G	2003
				To:		Ş	SR 151									
				From:			SR 56									
667)	1.29	240	R								NA			NA		05/14/2002
001)				To		1.20	MN SR 56									
(667)	1.81	20	R	From:		1.30	WIN SK 30		J		NA			NA		05/14/2002
667	1.01		••	To:		D	ead End		Ī							00/1 1/2002
				From:												
(000)	0.30	40	R			<u>U</u>	ead End				NA			NA		04/24/2002
668	0.30	40	1	To:		62-6	65 WEST				INA			INA		04/24/2002
				From:			665 EAST									
668	0.89	40	R								NA			NA		04/24/2002
				To:		0.90	MN 62-665									
(668)	0.41	80	R	From:		0.90	WIN 02-003		J		NA			NA		1999
(000)	• • • • • • • • • • • • • • • • • • • •															.000
	1.70	400		From:			62-655				NIA			NΙΔ		4000
668	1.70	100	R	To:			62-653				NA			NA		1999
	0.64	70	В	From:			62-671				NIA			NΙΔ		1000
669	0.64	70	R	To:			US 29				NA			NA		1999
				From:												
	0.30	80	R	From:		•	62-620				NA			NA		1999
670	0.30	00	ĸ	To:		CD	6 SOUTH				INA			NA		1999
				From:			6 NORTH									
670	1.00	70	R	<u> </u>							NA			NA		1999
010				To:			(2.774		-							
	0.70	4	R	From:		•	62-774				NA			NA		05/01/2002
670	0.70	-	11	To:		Alhemar	le County I	ine	1		11/7			INA		00/01/2002
				From:												
(274)	0.33	30	D			D	ead End				NA			NA		1999
671)	0.33	30	R								INA			INA		1999
				From:			62-669									
671)	0.50	40	R								NA			NA		1999
				To: From:		0.50	ME 62-669									
671)	0.90	80	R								NA			NA		1999
				To:		(	62-655									
·	-															

					Neison Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		AAWDT QW	Year
Nelson County				From:	62-655			
(671)	0.10	100	R	<u></u>	02-033	NA NA	NA	1999
				To:	US 29			
				From:	62-655			
672	0.50	180	R			NA	NA	05/07/2002
				To: From:	62-724 EAST			
672	3.00	47	R			NA	NA	05/07/2002
$\overline{}$	0.10			From:	62-673			05/07/0000
672)	2.10	80	R	To:	SR 151	NA I	NA	05/07/2002
				From:				
(672)	1.80	150	R		SR 151	I NA	NA	05/07/2002
673)	1.00	100	• • • • • • • • • • • • • • • • • • • •	To:	(2.672	177.	107	00/01/2002
672	0.40	30	R	From:	62-672	NA	NA	05/07/2002
673)	0.40	00		To:	Dead End		147.	00/01/2002
				From:	Amherst County Line			
674)	0.02	110	R		Thinking Councy Line	NA	NA	04/29/2002
				To	62-665			
674) 674)	0.60	130	R	From:	02 003	NA NA	NA	04/29/2002
				To:	62-675			
674	0.05	110	R	From:	02-073	NA	NA	04/29/2002
				To:	62-821			
674	0.65	200	R	From:	02-021	I NA	NA	04/29/2002
074)				To	62,679			
674)	0.10	240	R	From:	62-678	NA NA	NA	04/24/2002
674)	00			To:	CD 57 COUTH	1		
(674)	1.10	80	R	From:	SR 56 SOUTH	NA	NA	04/24/2002
674)	1.10	00	•••	To:	100 M CD 56	1		0 1/2 1/2002
(0.74)	0.70	70	R	From:	1.09 MN SR 56	NA	NA	04/29/2002
674)	0.70	70		To:	SR 151 S; SR 56 MID		147.	0-1/20/2002
$\bigcirc$				From:	SR 151 N; SR 56 MID			
674	0.04	240	R			NA	NA	05/09/2002
				To: From:	62-676			
(674)	1.00	180	R			NA	NA	04/29/2002
				To: From:	62-780			
674	1.10	30	R			NA	NA	05/07/2002
				To:	SR 56 NORTH			
	0.43	2	ь.	From:	62-674	J NA	NA	04/29/2002
675)	0.43	2	R	To:	0.43 MW 62-674	INA ]	NA	04/29/2002
				From:	0.43 ME 62-674			
675	0.07	2	R			NA	NA	04/29/2002
				To:	0.50 MW 62-674			
675	1.40	380	R			NA	NA	04/29/2002
				To: From:	SR 151; SR 56			
675)	0.30	430	R			NA	NA	1999
<u> </u>				To-	62-778			
$\bigcirc$				From:	62-778			
676	3.51	210	G	94%	0% 4% 1% 0% 0%	C 0.219 F 0.519	210 G	2003
				To:	SR 151			
	0.45	460	Б	From:	62-676	NIA.	NIA	1000
677)	0.15	160	R			NA	NA	1999
	0.05	90		From:	0.15 MN 62-676	NIA	NIA	1000
677	0.85	80	R	To:	Dead End	NA I	NA	1999
					Dead Elid	L		

Route	Length	AADT	QA	4Tire	Bus	Tro			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County				From:		62-674									
(678)	1.10	40	R	<u> </u>						NA			NA		04/29/2002
				From:		SR 151 Y SR 151; SR 56	5								
(678)	0.60	280	R							NA			NA		1999
				To: From:		62-676 SOUTH 62-676 NORTH									
(678)	3.70	140	R			02 070 1101111				NA			NA		05/07/2002
				To:		62-666									
(270)	1.50	70	G	95%	3%	62-666 WEST 2% 0%	0%	0%	С	0.203	F	0.643	70	G	2003
679)	1.00			To:	070	62-666 MID	070	070		0.200		0.040	70		2000
	0.70	50	R	From:		62-666 EAST				NA			NA		05/07/2002
679	0.70	30	1	To:		Dead End				INA			INA		03/01/2002
				From:		SR 151									
680	0.60	150	R							NA			NA		05/07/2002
	0.50	440		From:		62-9720		-							05/07/000
(680)	0.50	110	R	_						NA			NA		05/07/2002
690	0.40	190	R	From:		62-697				NA			NA		05/07/2002
680	0.10			To:		SR 56 SOUTH	ſ								00/01/2002
(680)	1.20	250	R	From:		SK 30 SOU 11.	L			NA			NA		05/14/2002
				To: From:		62-850									
680	2.90	150	R	110111.						NA			NA		05/14/2002
				From:		SR 56 MID SR 56 NORTH	I								
680	1.28	110	R							NA			NA		05/14/2002
				To: From:		62-699		-							
680	0.51	100	R	To:		040340172770				NA			NA		1999
				From:		049 MN 62-69 0.49 MN 62-69									
680	1.39	80	R							NA			NA		05/14/2002
				From:		GW Natl For Bn	dy								
680	1.45	80	R							NA			NA		05/14/2002
	1.90	60	R	From:		1.44 MN OF Bn	dy			NA			NA		1999
(680)	1.90	00		To:		62-664				INA			INA		1999
				From:		62-666									
(681)	0.65	110	R							NA			NA		05/09/2002
	4.75			From:		62-769									05/00/000
(681)	1.75	40	R	To:		62-680				NA			NA		05/09/2002
				From:		SR 56		i							
(682)	0.61	100	R							NA			NA		05/14/2002
<u> </u>				From:		0.61 MN SR 50	5	-							
(682)	0.39	47	R	To:		Dead End		<del></del> -		NA			NA		05/14/2002
				From:		Dead End  Dead End									
(683)	1.30	140	R	<u> </u>		Dead End				NA			NA		05/14/2002
				To:		SR 56									
$\bigcirc$	2.25		_	From:		Dead End				N 1 A			A		05/44/0000
684)	2.00	20	R	To:		62-814				NA			NA		05/14/2002
				From:		SR 56		<u>_</u>							
(685)	1.30	90	R	<u>.                                    </u>						NA			NA		05/14/2002
				To:		62-686 WEST									

					Nelson Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir r Factor	AAWDT QW	Year
Nelson County				From:	62-686 WEST				
685	0.20	30	R			NA		NA	05/14/2002
				To: From:	62-686 EAST				
685	2.00	10	R	To:	Dead End	NA		NA	05/14/2002
				From:	Rockbridge County Line				
686	2.40	60	R	<u> </u>	ROCKOTUGE County Eme	NA		NA	05/14/2002
				To: From:	SR 56 SOUTH SR 56 NORTH				
686	1.20	110	R		5K 30 NOK1H	NA		NA	05/14/2002
				To: From:	62-687				
686	0.80	60	R	From:		NA		NA	05/14/2002
				To: From:	62-685 WEST 62-685 EAST				
686	0.50	20	R	<u>                                     </u>	02-083 EAS1	NA		NA	05/14/2002
				To:	Augusta County Line				
$\bigcirc$				From:	62-686				
687	7.80	110	R	To:	CD 54	NA		NA	05/14/2002
				From:	SR 56 62-655				
688	0.60	30	R		02-033	NA		NA	05/07/2002
000				То:	Dead End				
				From:	Dead End				
689	0.20	40	R	To:	9.00	NA		NA	04/29/2002
				From:	62-620				
690	0.15	50	R	rioni.	Dead End	NA		NA	05/14/2002
090				To:	62-822				
690	0.15	80	R	From:	0L 0LL	NA		NA	05/14/2002
				To-	SR 56				
	2.42		_	From:	Dead End				1000
691)	0.16	70	R	To:	62-656	NA		NA	1999
				From:	62-633				
(692)	0.40	9	R		02 000	NA		NA	05/09/2002
				To:	Dead End				
$\bigcirc$	4.00			From:	62-722				1000
693	1.98	390	R			NA		NA	1999
	0.50	560		From:	62-803	NΙΔ		NIA	1999
693)	0.50	560	R	То:	62-617	NA		NA	1999
				From:	62-649				
694)	0.90	60	R	-		NA		NA	04/22/2002
$\bigcup_{i=1}^{n}$				To:	Dead End				
	0.00	45		From:	Dead End	NIA		NIA	05/07/2000
695)	0.22	45	R	То:	SR 151	NA		NA	05/07/2002
				From:	SR 56				
696)	0.06	47	R	_		NA		NA	04/22/2002
				To-	Dead End				
	0.40	40	_	From:	SR 56	A.I.A.		NIA	05/07/0000
697)	0.40	40	R	To:	62-680	NA		NA	05/07/2002
				From:	Amherst County Line				
698)	0.39	40	R	<u> </u>	Timilotot County Ellic	NA		NA	05/14/2002
				To	Dead End				

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	OC OK	AAWDT QV	V Year
Nelson County				From:	SR 56	i		
699	0.03	150	R	<u> </u>	58.50	NA	NA	1999
				To: From:	0.03 ME SR 56	]		
699	0.14	130	R			NA	NA	1999
				To: From:	62-807	]		
699	1.29	40	R	To:	62-680	NA 1	NA	05/14/2002
				From:	62-623			
700	0.09	10	R	<u></u>	02-023	NA	NA	04/29/200
	0.00			From:	0.09 MN 62-623	]		0.4/00/000
700	0.38	10	R	То:	Dead End	NA <b>1</b>	NA	04/29/200
				From:	Dead End			
701)	0.09	60	R	<u> </u>	Dead End	NA NA	NA	04/29/200
				To:	SR 56	]		
				From:	SR 151			
702	0.07	20	R	To:	D. IF I	NA T	NA	05/09/2002
				From:	Dead End	1		
702)	0.50	5	R	FIOIII.	62-648	J NA	NA	04/22/200
703	0.00		• • •	То:	Dead End			0 1/22/200/
				From:	62-661			
704)	0.12	30	R			NA	NA	1999
				To	Dead End			
$\bigcirc$	4.00	00		From:	62-676	]	NIA	05/07/000
705)	1.30	60	R	To:	Dead End	NA 1	NA	05/07/2002
				From:	SR 56			
706)	2.30	120	R	<u> </u>	SK 30	NA	NA	1999
				To:	62-724	1		
				From:	SR 151			
(707)	0.30	7	R	To:		NA T	NA	05/09/200
				From:	Dead End			
(708)	0.30	46	R	From:	62-639	J NA	NA	04/29/2002
(708)	0.00	.0	• • •	To:	Dead End	1		0 1/20/2001
				From:	SR 151 SOUTH			
(709)	1.39	190	R			NA	NA	05/07/2002
				To: From:	1.39 MN SR 151			
(709)	1.20	60	R			NA	NA	05/07/2002
				To: From:	2.59 MN SR 151	]		
709	1.11	110	R		on the Young	NA T	NA	05/07/2002
				To:	SR 151 NORTH			
710	0.18	980	G	78%	62-653 6% 9% 3% 5% 0%	C 0.120 F 0.704	980 G	2003
(710)	0.10	000	Ū	To:	62-650	]	000 0	2000
				From:	US 29 BUS			
711)	0.31	280	R	-		NA	NA	04/24/2002
				To: From:	62-1001			
(711)	0.11	110	R			NA	NA	04/24/200
				To:	62-1004			
$\bigcirc$	0.07	70	_	From:	SR 56		NIA	05/44/000
712	0.07	70	R	To	0.07 MN SR 56	NA 1	NA	05/14/200
					U.U / IVIIN SIX JU	1		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K Dir QC Factor Factor	AAWDT QV	/ Year
Nelson County				From:		<del> </del>		
712)	0.30	80	R		0.07 MN SR 56	I NA	NA	1999
				To	Dead End			
$\bigcirc$	0.00	•		From:	Dead End	N/A	NIA	04/04/0000
713)	0.29	8	R			NA 1	NA	04/24/2002
713	0.23	160	R	From:	0.03 MN 62-9431	NA	NA	1999
713	0.20			To:	62-650	]		
				From:	Dead End			
714)	0.60	45	R	To:	62-617	NA 1	NA	04/29/2002
				From:	62-664			
715)	0.39	90	R		02-004	NA	NA	1999
				To	Dead End			
				From:	62-653			
716	1.00	30	R	To:	Dead End	NA 1	NA	04/29/2002
				From:	62-651			
717)	0.90	8	R		02-031	NA	NA	04/29/2002
				To:	Dead End			
			_	From:	62-651			
718	1.56	250	R	To:	US 29	NA 1	NA	04/29/2002
				From:	62-648			
719	1.62	70	R		02-048	NA	NA	04/22/2002
				To: From:	1.62 MN 62-648			
719	0.08	150	R	From:		NA	NA	04/22/2002
<u> </u>				To:	62-639			
	0.15	340		From:	62-665	) NA	NA	1999
720	0.15	340	R	To:	62-655	NA ]	NA	1999
				From:	62-657			
(721)	0.07	60	R			NA	NA	04/22/2002
				To: From:	0.07 ME 62-657	]		
(721)	4.23	40	R	To:	(2.6)	NA 1	NA	04/22/2002
				From:	62-626			
(722)	2.10	310	R	110111.	62-655	I NA	NA	1999
(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				To:	62-647 WEST			
722	2.40	140	R	From:	62-647 EAST	] NA	NA	04/22/2002
722	2.10			To:	CD 54	1.0.1		0 1/22/2002
722	2.30	130	R	From:	SR 56	NA	NA	1999
(122)				To	62-830	1		
722	1.10	120	R	From:	02 000	NA	NA	1999
				To: From:	62-645 SOUTH	]		
722	4.60	170	R			NA	NA	1992
				To:	Albemarle County Line			
(700)	0.87	60	R	From:	62-655	] NA	NA	05/07/2002
723				To:	SR 151			
				From:	62-655 WEST			
724	0.34	110	R	<del></del>		NA	NA	05/07/2002
				To: From:	0.34 ME 62-655	}		
(724)	0.36	45	R	To:	(2. (72. WYTCTT	NA 1	NA	05/07/2002
_				10.	62-672 WEST	<u> </u>		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	K il QC Factor	QK Dir Factor	AAWDT Q	W Year
Nelson County				From:	62-672 EAST	1			
724	2.00	90	R			NA		NA	05/07/2002
				To: From:	62-706	]			
724	0.20	140	R	_		NA		NA	1999
				To	62-655 EAST				
	0.80	30	R	From:	SR 151	_ NA		NA	05/07/200
725	0.80	30	K	To	Dead End	7		INA	03/01/200
				From:	SR 151	1			
726	0.60	130	R			NA		NA	05/07/200
				To:	Dead End	1			
$\bigcirc$				From:	Dead End	J			
727)	0.15	20	R			NA _		NA	1999
	0.05	20		From:	62-626			NIA	1000
(727)	0.05	30	R	To:	Dead End	NA T		NA	1999
				From:	Dead End				
728)	1.25	70	R		Doug Ziid	NA		NA	05/07/2002
				To:	62-636				
$\sim$				From:	Dead End	]			
729	0.45	30	R	To:	CD 151	NA ¬		NA	05/07/200
				From:	SR 151	1			
(720)	0.43	130	R		Dead End	L NA		NA	1999
730	51.15			To:	62-823	7			
730	0.07	200	R	From:	02-823	NA		NA	1999
(730)				To:	62-663				
_				From:	Dead End	]			
731)	1.00	100	R			NA		NA	05/09/200
				To:	62-655	<u> </u>			
	0.70	49	R	From:	Dead End	_ NA		NA	04/22/200
732	0.70	43	K	To:	62-655	7		INA	04/22/200/
				From:	US 29	<u>:</u>			
(733)	0.50	70	R			NA		NA	1999
<u> </u>				To: From:	0.50 MW US 29	1			
(733)	0.10	60	R	rioni.		NA		NA	1999
				To: From:	0.60 MW US 29	]			
(733)       (733)	0.28	20	R			NA		NA	04/24/2002
				To:	Dead End				
	0.52	<b>50</b>	ь.	From:	Dead End			NIA	1000
(734)	0.52	50	R			NA -		NA	1999
704	0.33	140	R	From:	62-835	NA		NA	1999
734)	0.00	1-70		To:	62-661; 62-662			14/3	1000
				From:	62-739				
735)	0.41	46	R			NA		NA	04/24/2002
				To:	Dead End	<u> </u>			
$\bigcirc$	0.46		_	From:	Dead End			NI C	05/07/060
736)	0.10	50	R	To:	62-638	NA T		NA	05/07/2002
				From:		1			
737)	0.85	70	R		Dead End	NA NA		NA	05/01/200
		-	-	To:	US 29	7			

					Ne	elson Mai	ntenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			OC:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County								TTTGII	ZIIGII		1 actor		1 actor			
	0.35	60	R	From:		6.	2-724				NA			NA		1986
738	0.00			To:		De	ad End				147 (			147.		1000
				From:		Amherst	County Li	ine								
739	0.30	330	R								NA			NA		1999
	0.10	000		From:	00/		2-657	00/	00/		0.000		0.000	000		0000
739	2.16	620	G	97%	0%	2%	0%	0%	0%	С	0.098	F	0.603	620	G	2003
739	0.18	60	R	From:			SOUTH				NA			NA		1999
739	0.22	60	R	From:		0.18 N	AN US 29				NA			NA		1999
	0.05			From:		0.39 N	MN US 29									1000
739	0.05	60	R	To:		115 20	NORTH			Ì	NA			NA		1999
				From:			2-800									
740	0.45	50	R								NA			NA		04/24/2002
				To:			ad End									
	0.40	380	R	From:		Į	JS 29				NA			NA		1999
741)	0.40	300	K	To:			2 011		1	i	INA			INA		1999
(741)	0.09	80	R	From:			2-811				NA			NA		1999
<u></u>	0.60	70	R	From:		0.09 N	1N 62-811				NA			NA		1999
(741)	0.00	70	K	To:		De	ad End				INA			INA		1999
				From:			ad End									
742	0.15	70	R							1	NA			NA		1999
				To:			2-786									
740	1.30	50	R	From:		1.30 N	4S 62-626				NA			NA		04/24/2002
743	1.50			To:		-	2-626				INA			14/3		04/24/2002
743)	1.40	70	R	From:		0.	2-020				NA			NA		04/24/2002
(1-10)				To		De	ad End									
			_	From:		De	ad End									
744)	0.60	20	R	To:		6	2-722			Ì	NA			NA		04/22/2002
				From:			ad End									
745	0.50	60	R			DU	ua Liia				NA			NA		04/22/2002
				To:		S	R 56									
	0.50		_	From:		De	ad End									0.4/00/0000
746	0.50	20	R	To:		6.	2-623				NA			NA		04/29/2002
				From:			ad End									
747)	0.10	3	R								NA			NA		04/29/2002
				From:		6	2-639									
747)	0.10	20	R				15.			Ī	NA			NA		04/29/2002
				To:			ad End									
748)	0.92	80	R				JS 29				NA			NA		1992
		-		To:		De	ad End									-
				From:		6.	2-635									
749	0.90	100	R	To:		-	ar '		1	Ī	NA			NA		05/07/2002
				From:			ad End									
(750)	0.03	100	R			S.	R 151			l	NA			NA		05/07/2002
750				To:		6.	2-773									

					Nelson Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	K QK Dir il Factor Facto		Year
Nelson County				From:	62-773	1		
750	0.40	120	R	<u> </u>	02-113	NA NA	NA	05/07/200
				To: From:	62-839	]		
750	0.15	120	R			NA	NA	05/07/200
	0.40	440		From:	62-637	]		05/07/000
750	0.10	140	R	To:	Albemarle County Line	NA T	NA	05/07/200
				From:	SR 151			
751)	2.30	190	R			NA	NA	05/14/200
				To: From:	Dead End			
752)	0.15	8	R	From:	Dead End	L NA	NA	05/14/200
752	00			To:	SR 56	]		
				From:	Dead End			
753)	0.15	10	R	т.,	60.600	NA NA	NA	04/29/200
				From:	62-653	I I		
754)	0.70	10	R		62-634	L NA	NA	05/01/200
				To:	Dead End	]		
$\sim$				From:	Dead End	]		
755	0.16	60	R	To:	US 60	NA T	NA	04/22/200
				From:	62-623			
756	0.90	50	R		02-023	NA NA	NA	05/01/200
				To:	Dead End			
$\overline{}$				From:	Dead End	J		0.1/00/000
757	0.30	20	R	To:	62-665	NA T	NA	04/29/200
				From:	62-655	<u> </u>		
758)	0.70	40	R		02 000	NA	NA	04/24/200
				To:	Dead End			
	0.15	40	В	From:	62-617		NΙΔ	04/20/200
759	0.15	40	R	To:	Dead End	NA T	NA	04/29/200
				From:	Dead End	<u> </u>		
760	0.18	10	R			NA	NA	05/07/200
				From:	0.18 MN Dead End	]		
760	0.40	220	R	To:	SR 151	NA T	NA	1999
				From:	SR 56			
761)	0.40	60	R		510 50	NA NA	NA	1999
				To:	Dead End			
$\bigcirc$				From:	Dead End	J		07/04/000
762)	0.40	10	R	To:	US 29	NA T	NA	05/01/200
				From:	Dead End	<u> </u>		
763)	0.25	20	R	_		NA	NA	04/24/200
				To:	62-639	<u> </u>		
	0.60	40	R	From:	Dead End	NIA.	NA	05/14/202
764)	0.60	10	ĸ	To:	62-628	NA T	INA	05/14/200
				From:	SR 151	· 		
765	0.20	40	R	_		NA	NA	05/07/200
				To:	Dead End			

				_	Bus 2Aylo 21 Aylo 1 Trail 2 Trail	K C	Dir	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Ractor Fac	ctor AAWDT QW	/ Year
Nelson County				From:	62-624			
766	0.48	350	R			NA	NA	04/29/2002
				To: From:	62-834	]		
766	0.12	300	R			NA	NA	04/29/2002
	0.04	000	_	From:	62-836	]		0.4/00/0000
766	0.24	300	R	To:	62-623	NA <b>1</b>	NA	04/29/2002
				From:	62-664			
(767)	0.28	70	R			NA	NA	05/14/200
				To:	62-664			
	2.16	80	R	From:	Amherst CL; 62-622	NA	NA	04/22/200
768	2.10	80	K	To:	41(18) OF G	1 1	IVA	04/22/200
769	0.09	90	R	From:	2.16 MN OF CL	NA	NA	1999
768	0.00			To:	62-657	]		
				From:	62-681			
769	0.17	20	R			NA 1	NA	05/09/2002
				To: From:	Dead End			
(770)	0.25	80	R	From:	US 29 SOUTH	NA	NA	04/29/200
770	0.20			To:	US 29 NORTH	]		0 11/201/2001
				From:	62-639			
(771)	0.20	40	R			NA NA	NA	04/22/200
				To:	62-649	<u> </u>		
(772)	0.45	220	R	From:	62-650	J NA	NA	04/22/2002
(112)	0.10			To:	62-777	1		0 172272001
772	0.05	10	R	From:	02-777	NA	NA	04/22/2002
				To	Dead End	]		
				From:	62-750			
773	0.10	20	R	To:	Dead End	NA 1	NA	05/07/200
				From:	Albemarle County Line	<u> </u>		
(774)	0.70	90	R	<u> </u>	Albemane County Line	J NA	NA	04/29/200
				To:	62-632 SOUTH			
(774)	0.70	40	R	From:	62-632 NORTH	J NA	NA	04/29/200
(114)	0.70			To:	62-670	]		0 11/201/2001
				From:	Dead End			
775)	0.15	60	R			NA	NA	1999
				From:	US 29	]		
775)	0.13	60	R	To:	0.13 ME US 29	NA 1	NA	1999
				From:	62-623	1		
776	1.90	50	R	<u> </u>	02-023	J NA	NA	05/01/200
				To:	62-613	]		
776	0.30	80	R	From:		NA	NA	1999
				To	US 29	<u> </u>		
	0.44	070	_	From:	62-860	NA.		04/00/000
777	0.14	270	R	To:	62-772	NA 1	NA	04/22/2002
				From:	Amherst County Line	<u> </u>		
(778)	2.89	710	G	92%	1% 4% 1% 1% 0%	C 0.093 F 0.8	318 710 G	2003
				To:	SR 151			

					Neison Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor QK	Dir Factor AAWDT	QW Year
Nelson County				From:	Dead End	1		
779)	0.45	60	R		Dead End	NA	NA	1999
				To	US 29	<u>]</u>		
	0.40	50	_	From:	62-674	]	NIA	05/07/200
780	0.40	50	R	To:	Dead End	NA 1	NA	05/07/200
				From:	SR 151	<u> </u>		
781	0.50	10	R			NA	NA	05/09/200
				To:	Dead End	]		
$\bigcirc$	0.00	40	_	From:	62-651			1000
782	0.30	49	R	To:	Dead End	NA 1	NA	1999
				From:	62-608			
783	0.25	20	R		02-006	NA	NA	05/07/200
				To:	Dead End			
$\overline{}$				From:	Dead End	]		
784)	0.50	90	R	To:	SR 151	NA 1	NA	1999
				From:	62-623			
785	0.42	48	R		02-023	NA	NA	05/01/200
				To	Dead End	]		
				From:	US 29	]		
786	0.03	100	R			NA .	NA	1999
				To: From:	0.03 ME US 29	]		
786	0.15	100	R			NA -	NA	05/01/200
	0.20	10	R	From:	62-742	NA	NA	05/01/200
786	0.20	10	K	To:	Dead End	1	INA	03/01/200
				From:	US 29 SOUTH			
787	0.26	20	R			NA	NA	04/24/200
				To:	US 29 NORTH			
	0.50	70	R	From:	62-612	NA	NA	1999
788	0.30	70	K	To:	Dead End	1	INA	1999
				From:	62-680			
789	0.30	30	R			NA	NA	05/14/200
				To:	Dead End			
<u>—</u> —	0.45	20	Р	From:	US 29; 62-762		NIA.	05/04/00/
790	0.15	20	R		0.153.53375.55	NA T	NA	05/01/200
(700)	0.25	20	R	From:	0.15 MN US 29	NA	NA	05/01/200
790	0.20			To:	Dead End	1	17/1	
				From:	Dead End			
791)	0.90	40	R			NA	NA	04/22/200
				To:	US 60	<u> </u>		
700	0.75	40	R	From:	62-817	NA	NA	04/22/200
792	0.70	40	r.	To:	Dead End	]	INA	U+12212UL
				From:	Dead End	•		
793	0.40	10	R		****	NA	NA	04/29/200
				To	62-651	1		
$\bigcirc$	2.25		_	From:	Dead End			0=11.15==
794)	0.20	20	R	To:	62-628	NA 1	NA	05/14/200
					02-028	1		

					IN.	ielson Maintenar	ice Area								
Route	Length	AADT	QA	4Tire	e Bus	T 2Axle 3+Axl			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County				From:		SR 151		1							
795	0.50	20	R							NA			NA		05/07/2002
				To		Dead End									
700	0.07	46	R	From:		Dead End				NA			NA		1999
796	0.07			To:		62-655				147 (			147.0		1000
				From:		SR 151									
797	0.10	40	R	т						NA			NA		05/09/200
				To: From:		Dead End		1							
798)	0.60	100	R	10.11.		Dead End				NA			NA		05/07/200
(190)				To:		62-840									
				From:		Dead End									
799	0.36	20	R							NA			NA		05/09/200
				From:		0.36 ME Dead	End								
799	0.03	20	R	To:		(2.625				NA			NA		05/09/200
				From:		62-635 62-617									
800	0.83	860	G	95%	1%		1%	0%	С	0.099	F	0.753	860	G	2003
				To:		Albemarle Count	y Line								
				From:		62-638									
801)	0.31	70	R	To:		D 15 1				NA			NA		1999
				From:		Dead End									
(902)	0.15	70	R	r toin.		62-635				NA			NA		1999
802	00			To-		Dead End									
				From:		62-693									
803	0.20	30	R	. –						NA			NA		04/24/200
				To:		Dead End									
(904)	0.10	30	R	From:		Dead End				NA			NA		04/24/200
804)	0.10		• • • • • • • • • • • • • • • • • • • •	To		62-805 WES	т			1471					0 1/2 1/200
804)	0.35	70	R	From:		02-803 WES	1			NA			NA		04/24/200
001)				To:		62-805 EAS	Γ	- 1							
(804)	0.17	200	R	From:		02 000 1110	•			NA			NA		04/24/200
				To- From:		62-617									
(804)	0.23	40	R							NA			NA		04/24/200
				To:		62-800									
<u></u>	0.15	80	R	From:		62-804 WES	T			NA			NA		04/24/200
805)	0.13	80	K	т		0.153.65.62.0	0.4			INA			INA		04/24/200
805	0.06	120	R	From:		0.15 ME 62-8	04			NA			NA		04/24/200
(803)				To:		62-804 EAS	Γ								
				From:		SR 151									
806)	0.20	30	R	. –						NA			NA		05/07/200
				To:		Dead End									
807)	0.35	50	R	From:		62-699				NA			NA		05/14/2002
007				To-		Dead End									
				From:		62-800									
808)	0.40	60	R			-				NA			NA		04/24/200
				To:		Dead End									
<u>—</u> —	0.50	20	В	From:		Dead End				NIA			NIA		04/22/202
809	0.50	30	R	To-		62-606				NA			NA		04/22/200
						52-000									

					140100	on Maintenance Area								
Route	Length	AADT	QA	4Tire	Duc	Truck 2Axle 3+Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County				From:		SR 6 SOUTH	i							
810	0.40	30	R			510 0 500 111			NA			NA		1999
				To: From:		62-619								
810	0.90	60	R	To:		SR 6 NORTH	1		NA			NA		05/01/200
				From:		Dead End								
811)	0.10	40	R	_		Doud End			NA			NA		1999
				To		62-741								
	0.80	260	R	From:		62-655			NA			NA		1999
812)	0.00	200		To		0.80 MN 62-655			INA			IVA		1000
812)	0.30	160	R	From:		0.80 MIN 62-633			NA			NA		1999
<u> </u>				To:		Dead End								
$\bigcirc$	0.00		_	From:		Blue Ridge Pkwy								05/44/00
813)	0.08	70	R	To:		62-603	1		NA			NA		05/14/200
				From:		SR 56								
814)	0.99	130	R						NA			NA		1999
				To: From:		0.99 MN SR 56								
814)	3.45	60	R						NA			NA		05/14/200
	0.00	400		From:		62-684								05/44/00
814) Campbells Mtn Rd	0.03	100	R						NA			NA		05/14/20
	0.37	200	G	From: 93%	1%	Blue Ridge Pkwy 3% 2% 0%	0%	С	0.112	F	0.542	200	G	2003
814)	0.37	200	G	93 70 To:		usta County Line; 07-814	076	C	0.112	г	0.542	200	G	2003
				From:		Dead End								
815	0.40	20	R						NA			NA		04/29/200
				To:		SR 151								
916	0.40	60	R	From:		62-613			NA			NA		05/14/200
816				To:		Dead End								
				From:		Cul-de-Sac								
817)	0.46	46	R						NA			NA		1999
$\overline{}$	0.04			From:	(	0.46 MN Cul-de-Sac								4000
817)	0.04	60	R						NA			NA		1999
	0.25	120	R	From:		62-792			NA			NA		1999
817)	0.20	120		To:		62-639			INA			14/-3		1333
				From:		62-631								
818)	0.20	8	R						NA			NA		05/07/200
				To: From:		Dead End								
910	0.69	140	R	From:		62-656			NA			NA		1999
819	0.00			To:		US 60								
				From:		Dead End								
820	0.40	40	R	To:		(2.657			NA			NA		04/22/200
				From:		62-657								
821)	0.20	20	R			62-674			NA			NA		04/29/200
021)				To:		Dead End			•			•		
				From:		Dead End								
822	0.40	20	R			(2.522			NA			NA		05/14/200
				To:		62-690								

					Nelson Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Factor	QK Dir Factor	AAWDT Q	W Year
Nelson County				From:	Dead End				
823	0.23	70	R			NA		NA	1999
				Tn·	62-730				
	0.08	10	R	From:	62-655	NA		NA	1999
824	0.06	10	ĸ	To:	Dead End	NA ]		INA	1999
				From:	62-655 WEST				
825	0.19	2	R			NA		NA	05/14/200
				To: From:	Dead End				
825)	0.16	2	R	_		NA		NA	05/14/200
				To:	62-655 EAST				
200	4.66	20	R	From:	SR 56	NA	NA	NΔ	05/14/200
826	4.00	20	IX	To	Dead End			INA	03/14/200
				From:	Amherst County Line				
827	1.02	10	R			NA		NA	05/14/200
				To:	Dead End				
$\bigcirc$				From:	Dead End	NIA			05/04/000
828	0.51	40	R	To:	US 29	NA I		NA	05/01/200
				From:	62-772				
830	0.20	3	R		02-772	NA		NA	04/22/200
				To:	Dead End				
				From:	62-620				
831)	0.17	45	R		D 12.1	NA I		NA	04/29/200
				To: From:	Dead End				
832	0.19	80	R	From:	Dead End	NA		NA	1999
	0.13	00		To:	US 29			IVA	1000
				From:	SR 151				
833	0.36	40	R			NA		NA	05/09/200
				To:	Dead End				
	0.12	60		From:	Dead End	NA		NΙΔ	1000
834)	0.12	60	R	To:	62-766			NA	1999
				From:	62-734				
835	0.20	70	R		32.10.	NA	NA	1999	
000				To:	Dead End				
836)			_	From:	Dead End				
	0.12	50	R	To:	62-766	NA I		NA	1999
				From:	US 29	l e			
837)	0.10	5	R	r toin.	US 29	I NA		NA	05/01/200
037)				To:	Dead End				
				From:	US 29				
838)	0.06	70	R			NA		NA	1999
				To:	Dead End				
839	0.15	8	B R	From:	Dead End	NIA.		NΙΛ	05/07/202
	0.15	0	ĸ	To:	62-750	NA I		NA	05/07/200
				From:	62-638				
840	0.25	230	R		02-030	NA		NA	1999
				To	SR 151				
840)	0.25	260	R	From:		NA		NA	1999
				To:	62-798				

					INC	15011 Mairiteriance	Alca								
Route	Length	AADT	QA	4Tire	Bus	Truc	ck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Nelson County				From:		62-798		i							
840	1.50	250	R			02 170				NA			NA		1999
	0.00		_	From:		62-631		-		NI A			NIA		1000
840	0.69	90	R	To:		Dead End				NA			NA		1999
				From:		SR 56									
841)	0.40	20	R							NA			NA		04/24/2002
				To		Dead End									
842	0.41	80	R	From:		Dead End				NA			NA		1999
	0.41	00		To:		US 29				14/-1			IVA		1000
				From:		Dead End									
843	0.13	40	R	To:		62.625				NA			NA		1999
				From:		62-635									
844)	0.05	60	R	rioin.		Dead End				NA			NA		1999
044)				To:		SR 56									
				From:		Dead End									
845)	0.29	60	R	To:		SR 151		1		NA			NA		05/07/2002
				From:		Dead End		L							
847)	0.14	48	R			Dead Elid				NA			NA		1999
				To:		62-840									
848)	0.05			From:		62-605									0.110.110.000
	0.05	20	R	To		Dead End				NA			NA		04/24/2002
				From:		62-635		1							
849	0.30	80	R	<u> </u>		02 030				NA			NA		1999
				To:		Dead End									
	0.20	30	о в	From:		Dead End			NΛ			NIA		05/14/2002	
850	0.20	30	R	To:		62-680		1		NA			NA		05/14/2002
				From:		Cul-de-Sac									
860	0.25	150	R					-	NA			NA		04/22/2002	
				From:		62-777									
860	0.06	20	R	To:		0.06 MN 62-777				NA			NA		04/22/2002
				From:		Dead End									
(1001)	0.10	460	R			Dead End				NA			NA		04/29/2002
				To: From:		62-1007									
(1001)	0.03	550	R	rioii.				-		NA			NA		04/29/2002
				To: From:		US 29		-							
(1001)	0.17	2100	G	97%	0%	2% 0%	0%	0%	С	0.093	F	0.593	2100	G	2003
	2.05	1000		From:		US 29 BUS		-							0.4/0.4/0000
1001)	0.05	1200	R							NA			NA		04/24/2002
	0.05	1000	R	From:		62-1003		-		NA			NA		04/24/2002
(1001)				To:		(2.1002				: N/-1					J-1/2-1/2002
1001)	0.13	580	R	From:		62-1002				NA			NA		04/24/2002
1001)	3.10			To:		62-1006				•			•		
(1001)	0.07	260	R	From:		02-1000				NA			NA		04/24/2002
1001)				To: From:		62-1004									
(1001)	0.19	160	R							NA			NA		04/24/2002
				To:		62-711									

					Nelson Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K I Factor	QK Dir Factor	AAWDT Q	W Year
Nelson County				From:	Dead End	İ			
1002	0.05	4	R		Doub End	NA		NA	04/24/200
				To:	US 29 BUS	1			
1002	0.05	110	R	110111.		NA		NA	1999
				To: From:	62-1001	<b>]</b>			
1002	0.05	340	R	. —		NA 1		NA	1999
				To: From:	Dead End	<u> </u>			
(1003)	0.05	20	R	r rom.	62-1001	J NA		NA	04/24/20
				To:	Dead End	1			
-				From:	62-1001	J			
1004	0.27	80	R	. —		NA		NA	04/24/20
				To:	62-711	<u> </u>			
1005	0.05	40	R	From:	Dead End	J NA		NA	04/24/20
1005	0.00	40	ĸ	To:	US 29 BUS	1		1471	0-1/2-1/20
				From:	62-1001				
1006	0.07	30	R			NA		NA	04/24/20
				Tn·	Dead End	<u> </u>			
(1007)	0.20	90	R	From:	62-1001	J NA		NA	04/24/20
	0.20	90	K	To:	Dead End	1		INA	04/24/20
				From:	SR 6 NORTH				
(1020)	0.69	40	R		551 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3 1 0 3	NA		NA	05/01/20
				To:	SR 6 SOUTH				
$\bigcirc$	0.40			From:	Cul-de-Sac	NIA			05/04/00
1021	0.10	10	R	To:	62-1020	NA 1		NA	05/01/20
				From:	SR 56				
9274	0.05	290	R		SK 30	NA		NA	1992
				To:	Fleetwood Elem School	1			
9275	0.05		R	From:	62-617	NA			1986
		90		To:				NA	
				From:	Schuyler High School	1			
9276	0.18	1600	R	110111	US 29	NA		NA	1992
				To:	Lovingston Elem School				
				From:	62-635	]			
9277)	0.06	170	R	. —		NA		NA	1992
				To:	Rockfish Valley Elem Sch	<u> </u>			
9287	0.35	NA		From:	Cul-de-Sac/	J NA		NA	
	0.00	· · ·		To:	US-00029(B)/	1		1471	
				From:	62-713	<u> </u>			
9431)	0.20	220	R	_		NA		NA	1999
				To-	Ryan Primany School				
9719	0.10	E40	В	From:	Nelson County HS	J		NΙΔ	1000
	0.10	540	R	To:	62-741	NA 1		NA	1999
				From:	62-680				
9720	0.09	110	R			NA		NA	1992
				To:	Massies Mill Primany				
9755		<b></b>	_	From:	US 29	]			,
	0.10	390	R	To:	Neelson Middle Cabool	NA 1		NA	1999
				1	Neelson Middle School	L			